

Intimations:

36 SWATOW, AMOY, AND FOOCHOW.
 THE Steamship
 "KWANG-TUNG."
 Captain Pitman, will be despatched for the
 above Ports To-MORROW, the 18th instant,
 Hongkong.
 For Freight or Passage, apply to
 DOUGLAS LAIDLAK & Co.
 Ed 1565 Hongkong, 14th September, 1871.
 STEAM TO SHANGHAI.
 THE P. & O. S. N. Co.'s steamship
 "EMEU."
 will leave for the above place about 24 hours
 after the arrival of the next English Mail.
 * A. McIVER, Superintendent.
 & O. S. N. Co.'s Office,
 Hongkong, 14th September, 1871. [Ed 1565]
 JUST PUBLISHED.

THE CUSTOM HOUSE TARIFF for the
Philippines of 1st July, 1871. A few
copies of the above new Tariff for sale at the
price of this paper, about \$1.00
in 3580 Hongkong, 14th September, 1871.

WANTED,
A Young German, a situation as Book-
keeper, assistant Book-keeper, or Clerk;
at a Mercantile Office in Hongkong, or any
other place on the Coast of China. Address
M^r. Daily Press Office,
in 1586 Hongkong, 14th September, 1871.

THE GLOBE MARINE INSURANCE
COMPANY, (LIMITED).

SUBSCRIBED CAPITAL, £500,000, in 25,000
SHARES OF £20 EACH.

CAPITAL PAID-UP, £100,000.

THE Company combines, with all the usual ad-

and Insurance Companies, distinctive features, which are special inducements to Insurers. The Company's Articles of Association provide that Insurers shall have a Substantial Share in the profits of the business. Whenever the net profits of any year shall have sufficed to pay the Insurers a Share of 10 per cent on the first paid-up Capital, 25 per cent of the surplus to be distributed pro rata among the Insurers as have paid during the year £500 or upwards in premiums.

The Underinsured, having been appointed Agents in China for the above Company, are prepared to grant policies, covering marine risks at current rates.

SIEMSEN & CO.
1667 Hongkong, 14th September, 1871.

COMPANY, LIMITED.
NOTICE.
THE FIRST CALL OF TWENTY-FIVE DOLLARS per Share on the Shares of
above-named Company, is payable on the
FIFTH DAY of SEPTEMBER, at the
HONGKONG and SHANGHAI BANKING CORPORA-
TION, where receipts will be granted for
same.
At the rate of Twelve (12) per centum
arbitrum will be charged on all Calls unpaid
the 25th day of September instant.
N. B. DENNIS. *Act. Secretary.*
1871 Hongkong, 13th September, 1871.
NOTICE OF REMOVAL.
JOSE & Co. have temporarily REMOVED
from their Business Premises from the Corner
of Pottinger and Nanking Streets to that of D'Aqui-
ta and Wellington Streets, opposite Club
members, the Premises formerly occupied by
A. BOYER.
of 1832 Hongkong, 7th September, 1871.
HUGH FIBROY AUSTIN.
ALL Persons having claims against the
above estate are requested to send them
on or before the 1st day of October, 1871, to
be understood.
J. GARDINER AUSTIN.

of 610 Hongkong, 11th May, 1871.
HANDSOME PHAEON with hood,
 suitable for Single Horse or a Pair.
 Very fine LANE CIGARS, per box or per
 cask.
LANE, ORAWOARD & Co.
 of 1414, Hongkong, 21st August, 1871.
MEATS.
 The Undersigned begs to inform the Re-
 sidents of Hongkong, that he will supply
 one Joint of **ROAST VEAL**, and
 one Joint of **ROAST PORK**, on the most
 reasonable terms. Corned
 Beef, Humps, and Tongues always on hand.
 All will be sent addressed by any of the coast
 agents, freight free. Any persons requiring
 them will please send their orders by fire or
 humanity, addressed to

1476.] *Compradore, Swatow.*
A. MILLAR & CO.
HOUSE, SHIP, AND STEAMBOAT
PLUMBERS.
COPPERSMITHS & BRASSFOUNDERS.
No. 1, Queen's Road East and Nullah Lane,
Opposite H.M. Naval Dock Yard.
387 Hongkong, 1st March, 1871.

Notices to Consignees.

BRITISH SHIP BROCKHAM, FROM
LONDON.
CONSIGNEES OF Cargo by the above

Consignees are requested to send in their
 Bills of Lading to the undersigned for
 clearance, and to take immediate delivery of
 their Goods.
 Any cargo impeding the discharge of the vessel
 will be landed and stored at Consignee's risk
 and expense.
 RUSSELL & Co.,
 Agents.
 1664 Hongkong, 18th September, 1871.
 NOTICE TO CONSIGNEES.
 CONSIGNEES of Cargo per M.M. Company's
 steamer, "MEI-KONG," are requested
 to present their Bills of Lading for counter-
 clearance, and take delivery on board the
 steamer "PEI-CHO" from FRIDAY MOR-
 NING at 5 O'CLOCK, to SATURDAY NIGHT, the 16th inst.
 Any cargo remaining on board after that date
 will be landed and stored, and insured against
 the Consignee's expense.
 C. BERTRAND,

1556 Hongkong, 12th September, 1871.
FROM LIVERPOOL AND SINGAPORE.
The Steamship "ALEXANDRE D'AVALL"
has arrived from the above
Ports, and the Goods are hereby informed
that their Goods are being landed and stored, at
risk, into the Godowns of Messrs. J. S.
Gore & Co., whence delivery may be
made at any time.
The Goods remaining in store after the 16th
inst will be subject to rent.
Additional cargo for Shanghai will be landed
unless notice to the contrary in given by
Messrs. Gore & Co. before the 1st day
of October, after which the day
of Lading will be counteracted by
MELCHERS & SONS.
1560 Hongkong, 12th September, 1871.
FROM BOMBAY AND PENANG.
The British barque "ANZIE HENDER-
SON", of Griffiths, Master, having ar-
rived from the above Ports, the Goods of
Messrs. Gore & Co. are hereby informed
that their Goods are being landed and

1534 Hongkong, 7th September, 1871,

NOW READY.

BOUND VOLUMES of the TRADE REPORT for the year 1870.
 Price \$10.
 Applied to the Daily Press Office.
 Hongkong, 1st February, 1871.

The delivery of the Daily Press from this office commences on Wednesday next at 6.55, and the late morning paper late at 10.15.

The Daily Press

HONGKONG, SEPTEMBER 14th, 1871

In a recent issue we noticed some of the more obvious mistakes made in the Home papers in commenting upon the coals emigration question; but in order to make any approach to a refutation of the fallacies which have been propounded, it would require much more than can be written within the limits of a single article. No apology is, therefore, necessary for recurring to the subject, as it is most important that every effort should be made to refute the fallacies, which it seems the fate of the Home public to fall into, whenever they approach China questions.

The *Pail Mail* Gazette, in an article which bears internal evidence of having been written by some one who has a sufficient knowledge of Chinese affairs to be acquainted with their true bearings, sets forth that the greatest injustice is done by Great Britain to China, because, upon a detail, it was not found convenient to ratify the Coals Convention which was proposed in the year 1866. Although it is not precisely stated, it is left as an obvious inference by men who are not acquainted with the details of the matter—and who at home are acquainted with such questions—that practice as nefarious as those of Mexico are common in connection with emigration in British ships. The public at home after reading the article under notice will probably be "surprised to hear" that no emigration of the kind has for years taken place in English vessels; simply because, so far from being guilty of culpable neglect in the matter, the English Government actually passed a special Act of Parliament—the Chinese Passenger Act of 1855—and the Consular Regulations under this Act make it simply impossible to ship coolies in British ships in the way in which they are shipped from Mexico.

Yes the writer in the *Pail Mail*, who is so well acquainted with the subject that he gives full particulars of the negotiations which have taken place, omits all mention of this important point, and so leaves his readers under an entirely false impression; which is increased by a statement that the United States are the only nation which has prohibited the traffic, the fact being that the Act of Congress does not in any way interfere with emigration if conducted in a proper manner, and that they have passed an Act, placing the matter on a precisely similar footing to that on which it is under the English Act. It would be really very difficult to believe that the error was not made intentionally, and that the whole object of the article is not a piece of special pleading to give a colouring to the general views which underlay Sir Rutherford Alcock's Convention, and so to mislead the public at home into the idea that the Chinese have immense wrongs to complain of now that Sir Rutherford Alcock's Convention has failed because they have been obliged to consider the internal evidence of the article under notice having emanated either from Sir Rutherford Alcock or some one very closely connected with him, in the selfish illusions to the views of the merchants on the Opium question, which point, it is perhaps needless to say, is as completely misrepresented as the others. The chief objection of the merchants here to an increase in the import duty on Opium, was that they did not see any guarantee in the Convention against internal taxes being levied to fully as great an extent as had been the case before. And there has been an agreement that in consideration of the extra import duty, Opium should be placed under the same regulations as other goods in the matter of Transit Duties, there would not have been any objection raised. The light, however, in which this is placed before the Home public, is that "when it was a question of Opium, the merchants disavowed against an increase of some 3 per cent, or an import duty on an existing rate of 5 or 7 per cent, while the Indian Government levies a transit and export duty of some 300 per cent, or the same article, as we recently pointed out, and raise a revenue of £7,000,000 on the Chinese, people against the will of their government." It is perhaps almost superfluous to criticise arguments when the facts which they are supposed to illustrate are shown to be entirely mis-stated, but the above is almost too good a piece of sophistry to pass un-noticed. The Indian Government simply taxes Opium, and all that the Chinese have to do if they do not wish to contribute is to abstain from buying it, and seeing that the Chinese Government declares that it would prefer that the Opium trade should not exist, this would entirely meet their views. The argument is nothing but one of those fine pieces of special pleading which may catch the ear of the public for a moment, but cannot have the slightest weight when the question comes to be fully investigated. At the same time, it is very much to be regretted that journals of standing and influence should be dependent for their articles on China subjects upon sources so much interested in disguising the truth as is evidently the case with the writer in the *Pail Mail* Gazette.

The Spanish steamer *Rioja*, formerly the *Prism*, and now named the *Enry*, has been sold at Manila for \$20,000, the purchaser being Messrs. Inglethorpe & Co. She was to leave on the 7th instant, for Amoy.

The ship *Colombo* was towed in last night at 10 o'clock by the steam tug *Fame*, and the captain of the *Fame* seeing her in a sinking condition, under last mark of gravity through not having been pumped out since she was abandoned, ran her on shore in Pei-chai Bay. The *Colombo* was found 50 miles South of this place, and drifting to the Northward.

LATE TELEGRAM.
 The following telegram has been received—

LONDON, 9th Sept.
 Mr. P. Hughes has been gazetted Consul for Hankow.

Admiral Swire will be succeeded Admiral Kellett at the China station. The appointment of George Fowler Hastings, having been cancelled in consequence of the removal of Admiral Welleley and Willott.

A very bad accident and dangerous collision has occurred at Wigan, in which 69 persons were killed.

The visitations of the French Assembly commenced on the 17th instant, and will continue until November 22nd.

THE CHINA-SEA, SAIGON, & STRAITS STEAMSHIP COMPANY, LIMITED.

Report of the Board of Directors of the Company at the Ordinary Meeting of Shareholders, held at the Office of the General Agents at Hongkong, September 15th, 1871.

The Directors have pleasure in laying before you a statement of the working of the Company for the first half of the current year, feeling that the result will be found satisfactory. The accounts show that the net profit, after paying all distribution, was £1,000,000, the following distribution:—viz., ten per cent. of the net profit, or say £70,000, as a bonus to the Shareholders who contributed freight, 20 per cent. of the net profit, say £140,000, to be carried to the Depreciation and Insurance fund; £400 to be devoted to the remuneration of Directors and Auditors; and \$5,000 to the payment of a half-yearly dividend of 6 per cent. There is also a reserve of \$70,000 to be carried forward to a new account.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers. It was an attempt to change the name of the ship, but the Chinese had been in the habit of calling it *Yong*, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

THE CHINA-SEA, SAIGON, & STRAITS STEAMSHIP COMPANY, LIMITED.

Report of the Board of Directors of the Company at the Ordinary Meeting of Shareholders, held at the Office of the General Agents at Hongkong, September 15th, 1871.

The Directors have pleasure in laying before you a statement of the working of the Company for the first half of the current year, feeling that the result will be found satisfactory. The accounts show that the net profit, after paying all distribution, was £1,000,000, the following distribution:—viz., ten per cent. of the net profit, or say £70,000, as a bonus to the Shareholders who contributed freight, 20 per cent. of the net profit, say £140,000, to be carried to the Depreciation and Insurance fund; £400 to be devoted to the remuneration of Directors and Auditors; and \$5,000 to the payment of a half-yearly dividend of 6 per cent. There is also a reserve of \$70,000 to be carried forward to a new account.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers. It was an attempt to change the name of the ship, but the Chinese had been in the habit of calling it *Yong*, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

At the time the last report was submitted to the Shareholders it was intended to change the name of the steamer *Yong*, which was then called *Yong*, but, upon inquiry among the Chinese, it was found inadvisable to make the alteration, as the *Yong* had already become popular with passengers.

It was also a matter of regret that the *Yong* had been in the habit of calling at Hongkong, and it was found that the alteration would be a source of confusion. The ship was therefore left as it was, and the name *Yong* was retained.

